

ADOPTED

JANUARY 26, 1994

MEMORANDUM

TO: BOSTON REDEVELOPMENT AUTHORITY AND
PAUL L. BARRETT, DIRECTOR

FROM: BEVERLEY E. JOHNSON, ASSISTANT DIRECTOR FOR
INSTITUTIONAL PLANNING AND DEVELOPMENT

SUBJECT: MASTER PLAN AMENDMENT SUBMITTED BY BOSTON COLLEGE, 140
COMMONWEALTH AVENUE, IN CONNECTION WITH THE PROPOSED
ALUMNI STADIUM EXPANSION PROJECT

noted

SUMMARY: This Memorandum requests that the Authority: (1) Approve the proposed Amendment to the Boston College Master Plan which was originally approved on March 12, 1992; and (2) Authorize the Director to Issue an Adequacy Determination upon completion of the Authority's Article 31 review process and upon completion of the Article 51 review process for review and approval of the Master Plan Amendment; and, (3) Authorize Final approval of Final Design for the Project.

CHAIRMAN'S STATEMENT:

At the conclusion of the public hearing on December 8, 1993, this Board voted to take under advisement the proposed Boston College Stadium Expansion Project and to extend the public comment period an additional 45 days until 5 p.m., Tuesday, January 25, 1994, in order to provide ample opportunity for concerned citizens to review, evaluate and provide written comments on the project impacts and the proposed mitigation measures.

Today, this Board as part of its agenda will consider this proposal in accordance with Articles 31 and 51 of the Boston Zoning Code.

Again, I would like to stress that today's deliberations are part of this Board's regular agenda and is not a public hearing. Instead, staff members will first present the matter, and are subject to questioning by members of the Authority only. Secondly, Boston College as part of updating the Board members will be given up to one hour to present their case. Finally, those in opposition to the project will be given one hour to provide additional comments to the Authority on the proposed stadium expansion.

INTRODUCTION

Boston College requests approval of a master plan amendment for the proposed expansion of Alumni Stadium. The Proposed Project consists of increasing the present capacity of Alumni Stadium from 32,500 spectators to 44,500 spectators, an addition of 12,000 seats.

PROJECT DESCRIPTION

Boston College is a not-for-profit, educational institution located partially in the Brighton neighborhood of Boston and partially in Newton. Boston College has an enrollment of 14,000 undergraduate, graduate and professional students. The College occupies approximately one million square feet of land and has a Boston campus FAR of approximately 2.0.

The proposed project is located within Boston College's Lower Campus, which is bounded by Commonwealth Avenue, Thomas More Drive, Beacon Street and the Boston-Newton line. The Proposed Project consists of increasing the present capacity of Alumni Stadium from 32,500 spectators to 44,500 spectators, an addition of 12,000 seats.

The new seating will be substantially within the existing foot print of the existing stadium with some seating in the north end zone. The height of the renovated structure will be no greater than the current height of the garage and Powers Gym of Conte Forum. The 20,000 existing lower stadium seats in the upper levels adjacent to Conte Forum and the parking garage will be retained. New lower stands will be constructed to encircle both end zones and sidelines. New upper tier bleachers will be constructed to provide 2,500 additional seats at each end zone. New rest rooms and concession areas will be constructed beneath the stadium seating. In addition, new stairs will be located at the four corners of the stadium and elevators will provide handicapped access in accordance with the Americans with Disabilities Act. Construction of the proposed stadium addition is scheduled for the first quarter of 1994, with a completion in the third quarter of 1994.

ARTICLE 31 AND ARTICLE 51 DEVELOPMENT REVIEW PROCESS

The BRA is reviewing the Proposed Project pursuant to multiple sections of the Code. The Proposed Project is being reviewed pursuant to Article 31, Development Review Requirements, which sets out a comprehensive procedure for project review and requires the BRA to review the design, transportation, environmental, and other impacts of the Proposed Project. Article 31 requires the submission of a satisfactory Final Project Impact Report ("FPIR") prior to the issuance of a building permit.

The Proposed Project is located within an Institutional subdistrict and is therefore subject to review pursuant to Article 51 of the Code. The Proposed Project requires an approval of a proposed amendment to the Institutional Master Plan pursuant to Article 51. Prior to the issuance of a building permit for the Proposed Project, the Director of the BRA

must issue an Adequacy Determination that approves the Proposed Master Plan Amendment, conditionally approves it, or disapproves it in whole or in part.

Pursuant to Articles 31 and 51, Boston College filed a combined Institutional Master Plan Notification Form ("IMPNF") and Project Notification Form ("PNF") on April 16, 1993 for the Proposed Project. Authority staff issued a Scoping Determination on September 2, 1993. Boston College submitted a Draft Project Impact Report ("DPIR") on November 4, 1993. An Adequacy Determination is expected to be issued soon, to meet the requirements of both Article 31 and 51.

ENVIRONMENTAL REVIEW PROCESS

On March 31, 1993, Boston College submitted an Environmental Notification Form ("ENF") to the Massachusetts Environmental Policy Act (MEPA) Unit of the Executive Office of Environmental Affairs for the Boston College Master Plan for Physical Facilities Development 1991-2001, which consisted of an addition to Alumni Stadium of 12,000 seats, a new parking garage, Fulton Hall renovations/expansions, and other near term and long term developments. Following input from various public agencies, groups and individuals, including the BRA, MEPA determined on May 25, 1993 that an Environmental Impact Report (EIR) was required and at the request of Boston College, MEPA designated the project as a "major and complicated project". As such, MEPA has established a special procedure and Boston College will prepare a Draft Master Plan Overview and Near-Term Projects Environmental Assessment, a Draft Long-Term Projects (1996-2001) Environmental Assessment and a Final Long-Term Projects Environmental Assessment. Boston College is taking necessary steps to compile this information and a submittal shall be forthcoming to the Executive Office of Environmental Affairs.

COMMUNITY REVIEW

On December 8, 1993, the Authority voted to take the Proposed Project under advisement and to extend the public comment period an additional 45 days until 5 p.m. on January 25, 1994, in order to provide the public with additional time to review, evaluate and provide written comments on the project impacts and the proposed mitigation measures, and to allow Boston College an opportunity to address issues that were raised by the Authority and community representatives.

Specifically, Boston College was asked to address issues relating to design, noise, transportation and public benefits. Provided below is a summary of the specific issues, Boston College's proposed resolution of those issues, and the community review process that has been used to obtain community comment on these issues.

URBAN DESIGN

Boston College was asked to address the following design issues: (1) Visibility of the scoreboards from the street; (2) Reduce height of elevator towers; reduce height of the

structure and sight lines.

Boston College has done the following:

- o The scoreboards have been placed under the upper tier stands so they will not be visible from the street.
- o The elevator towers have been eliminated pending approval from the ADA that the stadium does not have to be 100% accessible to the handicapped.
- o A new facade has been designed on the Beacon Street side to improve the appearance. The entrance ways have been decreased and openings will be enclosed with glass to reduce noise levels.
- o It has been determined that the height of the structure is exactly 55 feet rather than 72 feet on the Beacon Street side, which meets zoning requirements.

After thoroughly reviewing the design alternatives, the BRA Urban Design staff has concluded that Boston College has significantly improved the overall design of the structure and has satisfactorily addressed specific design issues.

Reaction of Allston-Brighton Task Force

- o That the overall design has improved. However, they have continued to raise the following issues:
 - They want a guarantee that the elevator towers will not be re-introduced if the ADA does not grant a waiver on 100% accessibility for the handicapped. Boston College has indicated it will use good faith efforts to obtain the necessary ADA Waiver.
 - They would prefer that a bowl design be used to lower height. However, it would only reduce height by ten feet. Boston College has responded that a bowl design creates seats that diminish visibility at the corners. Additionally, the Boston Civic Design Commission advised them that the height helps more than hurts because it screens the activities going on in the stadium.
 - They have requested that Boston College put up some type of screen that blocks the view of the underside to the existing stands facing the reservoir and to better integrate them with the rest of the stadium. Boston College has agreed to do this.
 - They have requested that the proposed pedestrian ramp leading into the stadium be divided into two ramps to lessen its size. Boston College has

agreed to do this.

- They have requested that each corner of the stadium be filled in with walls or some other structure that will help mitigate noise.

TRANSPORTATION

Boston College was asked to address the following issues:

- o What kind of transportation plan will Boston College implement if the on-street parking ban is eliminated? Boston College plans to continue with the transportation plan they have in place and incorporate the few remaining fans who park on-street into the new parking garage once it is completed.
- o What is BC's contingency plan if MBTA ridership projections do not pan out? Boston College is planning to continue its aggressive MBTA marketing and promotional campaigns. However, they have agreed to provide T passes to spectators if MBTA ridership falls to 15%.
- o Boston College has also agreed to further evaluate the following transportation issues:
 - They have put the proposal to have a Water Works T stop on hold for 1994 until it is further evaluated by the Transportation Advisory Committee.
 - Boston College will negotiate to roll over their current three year lease terms for satellite parking.

Allston-Brighton Task Force - Transportation Issues

- They want Boston College to provide more parking on satellite parking lots to supplement MBTA ridership if it falls below 15%. They have indicated that Boston College should identify an additional 3,000 spaces as a contingency. Boston College believes it can keep ridership with aggressive marketing and, if necessary, free T passes.
- They want Boston College to publicly support the parking bans. Boston College has indicated they would prefer to remain silent on this issue.
- They want Boston College to drop its proposal to have an MBTA stop at the Water Works Pumping Station. Boston College indicated it will put this proposal on hold until the Transportation Advisory Committee has explored it further.
- They want Boston College to discontinue using St. John's Seminary for

football game parking. Boston College has indicated that they need this lot for game day parking.

NOISE

Boston College was asked to evaluate how loudspeaker and crowd noise can be mitigated.

They have tried to contain crowd noise through the new design with glass enclosing open areas and providing walls where there would normally be a separation of seats. Additionally, a new loudspeaker system is being designed that will have the capability to go up or down in volume to accommodate different crowd noise levels, as opposed to the current system which is kept at high volume at all times so the speaker can be heard when noise levels are at their highest. The speakers will be distributed so that each seating section has their own zoned speakers which will also allow for lower speaker volumes.

Allston-Brighton Task Force Noise Issues

- They argue that the noise analysis is inadequate because it did not analyze noise impacts on Chestnut Hill Drive, which sits on a hill. The acoustical engineer that conducted the study indicated that impacts on Newton were analyzed and that overall there will only be an incremental increase in noise levels as a result of the additional seats.
- They are also concerned about whether the new speaker system will work as well as indicated. Boston College's speaker designer agreed to develop a computer model to compare the existing system to the new system.
- They want all openings around seat separations to be walled in.

LIGHTING

Boston College at the request of the Task Force has agreed to use the upper tier lights for games only. For all other activities, such as football practice, they will use the lower tier lights.

INFRASTRUCTURE

The Allston-Brighton Task Force has requested that Boston College address the issue of some residents getting brown water on games days. They dispute the conclusion that the water and sanitary flow can adequately handle the increased seating.

AIR QUALITY

The Allston-Brighton Task Force indicated that air quality testing should have been performed on cookout grills on Shea Field and bus emissions. The environmental engineer for Boston College indicated that carbon monoxide emissions from gas grills are minimal and that buses do not emit carbon monoxide.

PUBLIC BENEFITS

Boston College has developed a comprehensive community benefits package that will strengthen the economic base of the Allston-Brighton community. The major elements of the public benefits package are as follows:

Neighborhood Resource Center - A facility, to be located in the community and staffed by the University, which would better enable Boston College to know and understand the broad range of neighborhood concerns and needs. Also, it will be a place where all residents of the community can more easily access information about university programs and events, as well as university services available to them, including job opportunities, small business consulting assistance, English as a Second Language programs, college admission and financial aid counseling and a host of other programs. Instead of paying linkage, Boston College will use the equivalent of one dollar per seat for one game each year (\$44,500) to support the Neighborhood Resource Center's programs.

Scholarships for Allston/Brighton Residents - Next year, Boston College will establish five (5) new tuition scholarships to be awarded, upon meeting all admission standards, to five (5) permanent residents of Allston-Brighton. Additionally, Boston College will provide ten (10) scholarships to the Evening College for permanent residents of the Allston-Brighton community, commencing in September, 1994.

Therefore, over the course of the next eight years, Boston College expects to award nearly \$5,000,000 in scholarships and grants to permanent residents of Allston-Brighton.

Guarantees for Future Success of Mitigation Plan - Boston College will establish an escrow account that approximates the annual cost of their traffic and parking mitigation measures, the interest on which shall accrue to the university. Boston College and the City of Boston will agree on a set of criteria for determining the results of the mitigation program and the cost of implementing each component of that program. Once those criteria are established, if Boston College does not implement all or any particular component of the program, the City will be able to draw from the escrow account the amount required to pay for any such component.

Air Conditioning At Veronica Smith Center - Boston College will install air conditioning units in the meeting hall of the Veronica Smith Senior Center in Brighton.

Commonwealth Avenue MBTA Line - Boston College will explore the possibility of obtaining the appropriation of funds to conduct an engineering study and eventual enhancement of the MBTA's Commonwealth Avenue line.

Cleveland Circle Beautification - For the next four years, the university will work with the City of Boston on landscape design in Cleveland Circle.

Adoption of McKinney Park Playground - Boston College will adopt the McKinney Park playground and will work with the City and neighbors of the playground to re-evaluate, and where appropriate, redesign the park's facilities to provide an attractive and useful setting for neighborhood children.

Commonwealth Housing Development Initiatives - Boston College will continue to provide financial support to the Commonwealth Housing Development (Fideles Way).

School of Social Work Internships - Boston College will continue to provide internships for the School of Social Work.

Athletic Coaching For Boston Youth - For more than 20 years, Boston College has run the National Youth Sports Program on campus for Boston youth. They will continue to support this program.

Boston College Libraries And Computer Training - Boston College will continue to provide computer training to some 30 youth from Allston-Brighton each summer, as it has done for the past seven years.

COMMUNITY REVIEW PROCESS

In accordance with the Authority's directive to work with the community to resolve concerns about the impacts of the proposed project, Boston College took the initiative to schedule as many community meetings as requested in order to ensure that a broad segment of the residents were reached and that any and all comments and concerns were identified and addressed. The agendas for the community meetings have been structured around specific environmental components as contained in the Draft Project Impact Report. The meetings that were scheduled and the topics covered are listed below.

December 11, 1993

Community-Wide Meeting
Topic: Overview of All Components

December 22, 1993

Community-Wide Meeting
Topic: Overview of All Components

January 5, 1994

Community-Wide Meeting
Topic: Design

January 13, 1994

Allston/Brighton Task Force Meeting
Topic: Design, Air Quality, Noise

* Even though the Task Force had agreed in a letter dated January 6, 1994 to address transportation at this

meeting, they reneged at the last minute and have continued to delay having a forum on transportation.

January 19, 1994

Community-Wide Meeting
Topic: Transportation/Design

January 20, 1994

Allston/Brighton Task Force Meeting
Topic: Design, Air Quality, Noise, Infrastructure

As of the last community meeting on January 20, 1994 the Allston-Brighton Task Force is still indicating that the process is moving too quickly and they need more time to review design, noise and transportation issues. They are requesting that an additional 30 days be granted for community review. Authority staff have continued to stress the requirements of Article 31 and 51 of the Zoning Code that projects be reviewed within specific time frames and that only one extension of time be granted, which has already occurred.

Finally, since the December 8 public hearing, we have received 25 letters of support and four letters of opposition. During the public comment period on the Draft Project Impact Report which led up to the December 8 Public Comment Period, we received 146 letters of support and 57 letters of opposition, along with a petition signed by 99 residents. Attached for your review is the correspondence between Boston College and the Allston-Brighton Task Force which will provide background on what has transpired between the two groups since December 8.

TRANSPORTATION ACCESS PLAN

The Boston Transportation Department has executed a Transportation Access Plan Agreement with Boston College.

BOSTON CIVIC DESIGN COMMISSION

After reviewing the proposal for the stadium addition submitted on behalf of Boston College BCDC finds that the major issues surrounding the stadium addition are transportation related and not urban design related, and therefore encourages the continued cooperation between residents, college officials and appropriate City agencies in order to address the impacts of the proposed addition, and recommends that no further BCDC process is warranted.

CONCLUSION

BRA staff recommends that the Authority: (1) Approve the Proposed Project; (2) Approve the Institutional Master Plan Amendment to the Boston College Master Plan; (3) Authorize the Director to issue an Adequacy Determination upon completion of the Authority's Article 31 and Article 51 review process.

Appropriate Votes Follow:

- VOTED:** That in accordance with Article 51-31(8) of the Boston Zoning Code, in connection with the Institutional Master Plan Amendment for the Boston College, 140 Commonwealth Avenue, Boston, Alumni Stadium Expansion Project presented at a Public Hearing duly held at the offices of the Boston Redevelopment Authority on December 8, 1993, and after consideration of the evidence presented at the hearing and the documentation and written comments received up to 5 p.m. on January 25, 1994, the Boston Redevelopment Authority finds that said Institutional Master Plan Amendment: (i) conforms to the provisions of Article 51; (ii) conforms to the Allston Brighton Neighborhood Plan and the general plan for the City as a whole; (iii) on balance, nothing in the Institutional Master Plan Amendment will be injurious to the neighborhood or otherwise detrimental to the public welfare weighing all the benefits and burdens; and further
- VOTED:** That the Boston Redevelopment Authority in accordance with Article 51.34.3(c) of the Boston Zoning Code hereby approves the Institutional Master Plan Amendment to the Boston College Master Plan for Physical Facilities Development 1991-2001; and further
- VOTED:** The Authority hereby finds that the form and substance of said Institutional Master Plan Amendment for Boston College Alumni Stadium Expansion Project and the procedures employed in reviewing and approving said Institutional Master Plan Amendment conform with the requirements of the Boston Zoning Code as applied to an amendment to an Institutional Master Plan submitted in accordance with Article 51.34.3(c) and upon approval of the Institutional Master Plan Amendment by the Authority said Amendment shall be deemed to have been submitted and processed in accordance with said Zoning Code.
- VOTED:** That the Authority hereby authorizes the Director to execute in the name and on behalf of the Authority, an Adequacy Determination approving the Boston College Institutional Master Plan Amendment in accordance with Article 51-31(4) of the Boston Zoning Code; and a Certificate of Consistency in accordance with Article 51-29(a) of the Boston Zoning Code; and further
- VOTED:** That the Authority hereby authorizes the Director, in the name and on behalf of the Authority, to issue an Adequacy Determination with respect to the Final Project Impact Report for the Boston College Alumni Stadium Expansion Project, 140 Commonwealth Avenue,

upon completion of the Article 31 review of the Final Project Impact Report for said Project; and further

VOTED:

That the Authority hereby authorizes the Director to execute a Memorandum of Agreement with Boston College incorporating items 1-12 substantially in the form attached hereto as Exhibit A; and is further authorized to incorporate as many of the community's terms and conditions as possible, said terms and conditions as presently outlined in the document submitted on behalf of the community entitled "Outline For A Memorandum of Agreement Between Boston College And The Boston Redevelopment Authority/Allston-Brighton Task Force Regarding The Reconstruction and Expansion of the Boston College Stadium", substantially in the form attached hereto as Exhibit B; and further

VOTED:

That the final design review approval shall not be granted prior to the execution of a Transportation Access Plan Agreement; A Boston Resident Construction Employment Plan; A Memorandum of Understanding; A First Source Agreement; Execution of a Construction Management Agreement between the Boston Transportation Department and Boston College; and, other necessary agreements with the Mayor's Office of Jobs and Community Services and the Director is further authorized to execute any additional documents he may deem necessary to effectuate any changes resulting from the above design review process.

EXHIBIT A

1. Boston College agrees to add no additional seating to the stadium for twenty-five years.
2. Boston College agrees that if the American Disabilities Association denies the waiver request, Boston College will make best faith efforts not to re-introduce elevator towers into the design.
3. Boston College agrees that the 12,000 seats must include those proposed to be included as a part of the future recreation complex.
4. Boston College agrees it will not put forward any future master plan amendments, other than the recreation complex until January, 2004.
5. Boston College agrees that the upper-tier lights will only be used for games and other major events as defined in the 1992 MOU. Lower-tier lights will be used for all other activities.
6. Boston College agrees to provide free MBTA passes to fans if ridership levels fall below 15%, and to identify an additional 3,000 satellite parking spaces that could be utilized if needed.
7. Boston College agrees that any other proposed major event not defined in the existing MOU must be pre-approved by the Allston-Brighton Task Force and the BRA.
8. Boston College agrees that the Transportation Advisory Committee will be the formal advisory body to the BTD regarding transportation issues.
9. Boston College agrees it will not pursue constructing an MBTA stop at the Water Works facility.
10. Boston College agrees to seek three year revolving lease commitments for their satellite parking lots.
11. Boston College commits to begin construction on the student center before the first scheduled football game of the 1994 season.
12. Boston College agrees to construct screening devices to the underside of the existing stands facing the reservoir to improve their overall appearance.

EXHIBIT B

DRAFT

January 26, 1994

OUTLINE FOR A
MEMORANDUM OF AGREEMENT
BETWEEN BOSTON COLLEGE AND THE
BOSTON REDEVELOPMENT AUTHORITY/ALLSTON-BRIGHTON TASK FORCE
REGARDING THE
RECONSTRUCTION AND EXPANSION OF THE BOSTON COLLEGE STADIUM



This documents outlines the major elements of a proposed "Memorandum Of Agreement" for purposes of discussions and resolution. Based on a mutual agreement concerning the items contained in this outline, the MOA will be prepared.

It is understood, that the Adequacy Determination (Section 51-31.4) shall not be issued until February 15, 1994 in order that the MOA can be drafted and reviewed prior to that date. The MOA requirements will be a condition of the Adequacy Determination.

The Allston-Brighton Task Force shall retain it's right to pursue legal remedies if mutual agreement on the various issue is not reached. The Task Force, however, commits to good faith negotiations regarding this list and the various issues not resolved.

CAMPUS PLANNING

By the close of business on February 2, 1994, Boston College shall submit the following for review by the BRA and the Allston-Brighton Task Force.

1. Boston College shall update their Master Plan for Physical Facilities in order to reflect recent construction and the re-ordering of building. The schedule for filing the amendment to the current Master Plan for the proposed Recreational Complex shall specifically be included.
2. Boston College shall complete and file with the BRA with copies to the Allston-Brighton Task Force, the Transportation Master Plan, including a comprehensive and detailed plan for internal circulation and parking. Estimates of daily parking demand, distribution of that parking demand, and proposals to met that demand shall be specifically identified. Internal circulation and the mitigation of traffic on adjacent campus roads and key intersection shall be identified. A series of specific "Event Parking Plans" that mitigate parking/traffic impacts shall be prepared for hockey games, basketball games, and other facilities or activities that may attract 1,000 or more visitors.

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3. Boston College shall develop or document a comprehensive plan detailing the water supply distribution system and available capacity for domestic use and fire flows. This plan shall be reviewed by the City of Boston's Public works Department and the Boston Fire Department and the City of Newton's Public Works Department and the Newton Fire Department.
4. After completion of the Master Plan for Physical facilities and the Master Plan for Circulation and Parking, Boston College shall not request any Master Plan amendments until January 2004. The only approved project in the current Master Plan are those listed as "Short-Term Projects".

STADIUM DESIGN AND USE

By the close of business on February 2, 1994, Boston College shall submit their proposed designs and plans to accomplish the following for review by the BRA and the Allston-Brighton Task Force.

1. Noise Mitigation:

- Boston College shall direct their architectural and acoustical consultants to diligently explore design modifications, sound buffering devices, and operating procedures, including changes to the existing stands, that will mitigate crowd and band noise from the stadium. Alternative designs shall be developed and shall be reviewed with the BRA and the Allston-Brighton Task Force.
- Boston College shall install a new sound system. This system shall use state-of-the art directional speakers equipped with crowd noise compensation features. An appropriate numbers shall be installed to achieve the desired level of coverage and intelligibility with minimum noise spill outside of the stadium. The sound system shall be zoned so the speakers serving unoccupied stands are off.

On the basis of the monitoring program outlined below, the sound system shall be adjusted, as required. Noise from the sound system shall not exceed more than 60 dB within the adjacent neighborhoods. If this level is exceeded, the speaker system shall be modified as to location, number, and sound volume of individual speakers.

- Boston College shall retain a qualified acoustical consultant to monitor the noise level in the neighborhood. The monitoring shall occur for a minimum of two football seasons in order to identify the dominant noise sources. The monitoring shall occur at numerous locations throughout the adjacent neighborhoods in order to obtain accurate and complete data. Appropriate mitigation actions shall be identified based on the identification of the noise source and Boston College shall undertake such actions.
- Boston College shall eliminate or reduce the noise level of all outdoor activities that create noise levels of 60 dB or more in the adjacent neighborhoods.

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2. Light Spill Mitigation

- Boston College shall only use the existing upper-tier lights for the Varsity Football games and up to 5 football practice sessions occurring in the Fall. Lower tier lights shall be used for all other activities and these light sources shall not be visible or create light spill outside the stadium. Additional security lighting, with a concealed light source, shall be provided, if required.

3. Visual Appearance

- In the event that the agency administering the American Disabilities Act denies the waiver request, Boston College shall instruct their architectural consultant to make a diligent effort to meet the A.D.A. requirements without introducing towers. Any design changes shall be submitted for review and approval to the BRA with the opportunity for the Allston-Brighton Task Force to comment during the review period.
- Boston College shall instruct their architectural consultant to develop up to three alternatives to architecturally incorporate the existing easterly stands and parking garage into the overall stadium design. These designs shall be reviewed with the BRA and the Allston-Brighton Task Force for the purpose of selecting the appropriate design.
- Boston College shall retain a landscape architecture consultant to prepare a landscape plan for the stadium addition, parking garage, and Conte Forum for submission to the BRA for review and approval. Mature conifer trees and scrubs shall dominate the planting plan in order to screen the lower portions of the structures. After review and approval by the BRA and the Allston-Brighton Task Force, Boston College shall implement the plan prior to or simultaneous with the initial use of the expanded stadium.

4. Stadium Events

- Boston College shall request, in a timely manner, approval from the Allston-Brighton Task Force and the BRA for any proposed event not defined in the existing MOU. Any request shall be accompanied by sufficient information to clearly identify any traffic or neighborhood impacts and the proposed mitigation of those impacts.

5. Stadium Capacity

- Boston College shall limit the stadium capacity to not more than 44,500 persons including standees or seating in the press boxes, luxury boxes, Conte Forum, the future recreational complex, and any other building or structure that may be constructed in the future.
- Boston College shall not request additional stadium expansion of any type prior to the year 2020.

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STADIUM PARKING AND TRANSPORTATION MANAGEMENT PLAN**1. Yearly Review**

- Boston College shall continue the parking and transportation management plan, including the innovative techniques to encourage early fan arrival, as conducted during the 1993 football season.
- Boston College shall adjust and modify their plan for parking and transportation management and submit a detailed written description for a yearly review to the BRA and the BTD on or before June 1. The revised plan for parking and transportation shall be based on the monitoring program outlined below. The BRA and the BTD shall consult with the Allston-Brighton Task Force prior to approving, approving with modification, or rejecting the plan. If rejected, Boston College shall not request an entertainment license until the plan is revised and approved.
- Boston College shall select a qualified traffic engineering and planning firm to monitor parking, traffic and transportation for all games in the year following the stadium completion, at least half the games the second year after the stadium completion, and at least two games a year for all subsequent years. The BTD shall select the specific games to be monitored and shall develop the scope of the monitoring program in accordance with accepted traffic engineering and planning standards. Boston College's traffic consultant shall submit the data collected on or before January 30.
- Boston College shall cooperate with the BTD in organizing a Transportation and Traffic Advisory Council. The Council shall be administered and under the direction of the BTD and shall evaluate and adjust the on-going transportation, parking, and police enforcement plan.
- Boston College shall fully support the decisions of Boston, Newton, and Brookline regarding parking bans. If such bans are legally challenged, Boston College shall reimburse the municipalities for all legal expenses incurred in defending against such challenge.

2. Remote Lots

- Boston College shall only utilize hard surface existing parking areas. St. John's Seminary property, Newton Country Day School, and the MDC Chestnut Hill Pumping Station property shall not be used for parking or other purposes during football games.
- Boston College shall be prepared to assign all spectators to specific lots. Only one "open lots" shall be permitted.
- Boston College shall identify one or more remote parking areas for the use of the visiting teams' fans. Boston College shall make these fans aware of the location of their assigned parking areas and the advantages of taking alternative transportation.
- All remote parking areas shall be served by major roads with impacted intersections operating at a Level Of Service C or better. LOS C shall be maintained prior to and after each game except for not more than a 30 minute period when LOS D shall be acceptable. In the event that LOS C

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cannot be maintained at the impacted intersections, the number of vehicles assigned to the lots served by that road and intersection shall be reduced until a LOS C is achieved.

- Boston College shall provide clear evidence that they have the legal right to use the remote parking areas for a minimum of three years at any given time. Contracts or leases shall not have severance clauses of less than 18 months. This evidence shall be submitted to the BTB and the Allston-Brighton Task Force as part of the yearly review of parking and transportation.
- Boston College shall not permit any open fires or charcoal burners, tailgating, or consumption of alcohol at any of the remote lots and shall assign specific personnel to monitor compliance.
- Boston College shall not permit sound systems, live music, or other noise above the 60 dB level on or near Shea Field. Boston College shall clear Shea Field by 9:00 p.m. or 2 hours after completion of a game whichever comes first. Boston College shall schedule all games so that they will conclude before 7:00 p.m.

3. Public Transportation

- Boston College shall actively encourage and provide positive incentives for the use of public transportation. Boston College shall attach MBTA game and time specific pass to all tickets, redeemable by Boston College if used.
- Boston College shall not pursue the construction of a MBTA game day stop at or near the Chestnut Hill Pumping Station.

WATER SUPPLY

- Boston College shall cooperate with the City of Boston and the City of Newton in order to identify the impacts on the water supply system, including low pressure and water discoloration resulting from the additional water supply demands and the peak loading at football games. Boston College shall take appropriate actions that will eliminate these impacts.

IMPACT MITIGATION THROUGH COMMUNITY BENEFITS

- Community benefit specifically targeted to offset the impact of any non-mitigated issues shall be reviewed and agreed upon by the Allston-Brighton Task Force and Boston College. The proposed benefit package as of January 26, 1994 was arrived at without the input of the Allston-Brighton Task Force which is the recognized negotiating body for this purpose.

CONSTRUCTION MITIGATION

- Boston College shall limit demolition and construction work to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. Boston College shall prepare and submit for approval a construction schedule, a noise and dust mitigation program, rodent control plan, construction traffic routing plan, construction staging area plan, and a construction worker parking plan. The BTB, in cooperation with the Allston-Brighton Task Force shall review this plan and approve or approve with modifications.



C/RCA

Circle/Reservoir Community Association
P.O. Box 331, Brighton, MA 02135

January 23, 1994

Mr. Clarence Jones
Chairman,
Board of Directors
Boston Redevelopment Authority
1 City Hall Plaza
Boston, MA 02201

Re: Boston College Amendment to Master Plan --
Alumni Stadium Expansion

Dear Mr. Jones:

I am writing on behalf of Circle/Reservoir Community Association, a civic organization representing the Cleveland Circle neighborhood, regarding the proposed expansion of Alumni Stadium by Boston College.

We feel that Boston College has not adequately addressed the impacts that will ensue from 12,000 additional seats, and therefore up to 12,000 additional attendees, at their athletic events at Alumni Stadium.

- There is not adequate assurance that Boston College will be able to secure sufficient satellite parking on an on-going basis. Even if Boston College successfully negotiates contracts for the next three years (a very short-term period), this provides no protection that they will be able to continue to manage their parking through satellite lots over the long term.
- The traffic management plan depends, as an integral element, on using the grounds at St. John's Seminary for parking. This is a Conservation Protection subdistrict, and we view this as an illegal use of this land.
- The parking plan also depends on using parking areas at the Chestnut Hill Waterworks, a Boston City Landmark and property listed on the National Register of Historic Places. We again feel this is an inappropriate use of this site and should be disallowed.
- The traffic management plan projects 21% MBTA ridership with no detailed supporting arguments to explain how this will be achieved. Given the MBTA ridership

LETTER TO BRA RE BOSTON COLLEGE ALUMNI STADIUM EXPANSION

statistics for the 1993 season, which declined as the season progressed, we find this to be an unrealistically optimistic projection for public transit use.

- Boston College has stated that it will not commit to supporting the parking bans that were in effect in Boston, Newton and Brookline during the 1993 season. We feel that the bans played a key role in reducing the traffic and parking problems at the 32,500 seat level. Without them at the increased seating capacity of 44,500 the parking problems and traffic congestion would be intensified beyond the pre-1993 levels.

In addition there are serious problems with the design of the stadium that would have an impact throughout the year, not just on game, practice and event days.

- The proposed structure of 70 feet is substantially taller than the 55 feet allowed under the zoning code. The visual impact would be significant on Beacon Street.
- The proposed design is piecemeal and does not integrate with the existing elements of the stadium as a cohesive whole. In addition to the negative visual impact of this design, it would allow crowd noise to carry out on to Beacon Street and into the abutting residential area.

We participated for four years in the Master Plan process, through our representation on the Allston-Brighton Boston College Community Relations Task Force, and contributed to the approval of millions of dollars of new construction on the Boston College campus. Both the fact that immediately after that laborious process Boston College has come forward to propose a major amendment to its Master Plan, and the manner in which the process for obtaining that amendment has been carried out, represent a breach of good faith with our community.

When viewed from the point of view of the requirements of the zoning code and impacts that the expansion would engender, the proposal does not stand on its merits. We respectfully request, therefore, that the Boston Redevelopment Authority reject the request by Boston College to amend its Master Plan to allow for expansion of Alumni Stadium.

Sincerely,

Helen R. Pillsbury
Helen R. Pillsbury
Chairperson

LETTER TO BRA RE BOSTON COLLEGE ALUMNI STADIUM EXPANSION

cc: Mr. Paul Barrett, Boston Redevelopment Authority
Honorable Thomas Menino
Representative Kevin Honan
Representative Susan Tracy
Representative Marc Draisen
Councillor Brian McLaughlin
Mr. Stephen Montgomery, Neighborhood Services

CITY OF NEWTON, MASSACHUSETTS

City Hall

100 Commonwealth Avenue

Newton, Massachusetts 02459

Telephone: (617) 552-7100 Telex: 517110

DEPARTMENT OF PLANNING AND DEVELOPMENT

Planning & Development

January 24, 1980

Mr. Charles E. Jones, Chairman
Board of Directors
Boston Redevelopment Authority
City Hall, 8th Floor
Boston, MA, 02109

Re: Boston College Sports Expansion Project
Book Review Impact Paper

Dear Mr. Jones:

Since my letter of December 5, 1979 to you regarding the proposed Boston College stadium expansion from 42,000 seats to 44,500 seats, the authority has submitted several documents which address some of the issues which I raised. However, there are still several unresolved issues. I hope that recent news reports that the Boston Redevelopment Authority will soon conduct about the stadium will not preclude your going before the Committee in my presence and expressing concerns. In particular, we are concerned that news reports stating Paul Harvey have indicated that one recommendation in your approach might be a building construction on the Boston College campus which would be a major factor in the future more advanced developments in Newton. Any development which is constructed between the two buildings, the college and the stadium. If you do require a site plan, I would like to see it. I delay your decision. Yours are...

Dear Mr. Jones a Board Member, P.S. "Peace on Earth, and
Goodwill to all men."
As a suburbanite, who has no special interest in
Boston College's efforts to expand the seating
capacity of its stadium, I must say that I wouldn't
be in favor of it if it were in my neighborhood
I think it has been handled badly by B.C.
who have been underhanded with its neighbors
to impact a group of powerful political and business
people to the hearing, who were given preferential
access to the hearing room, is the reason why
Authorities are losing political support from
people who see a lack of accountability to
the citizens. Little people should have a voice in public policy
Today drinking, and vandalism have lead to
serious crime problems. As a B.C. football fan, I
think the...



CITY OF NEWTON, MASSACHUSETTS

City Hall

1000 Commonwealth Avenue

Newton, Massachusetts 02159

Telephone: (617) 552-7135 Telecopier: (617) 965-6620

DEPARTMENT OF PLANNING AND DEVELOPMENT

Eugene A. Bober, Director

January 24, 1994

Mr. Clarence J. Jones, Chairman
Board of Directors
Boston Redevelopment Authority
City Hall, 9th Floor
Boston, MA. 02201

RE: Boston College Stadium Expansion Project
Draft Project Impact Report

Dear Mr. Jones:

Since my letter of December 6, 1993 to you regarding the proposed Boston College stadium expansion by 12,500 seats to 44,500 seats, the university has submitted several documents which address some of the issues which I raised. However, there are still several unresolved issues. I hope that recent news reports that the Boston Redevelopment Authority will soon decide about the stadium will not preclude your giving serious consideration to our comments and suggested conditions. In particular, we are concerned that news reports quoting Paul Barrett have indicated that one requirement of your approval might be a building moratorium on the Boston College Campus for ten years. A moratorium in Boston might mean additional construction in Newton. Any development should be coordinated between our two communities, the college and the neighbors. If you do require a ten year moratorium, then you should delay your decision until we know how it will affect us.

Our primary issue relates to the Massachusetts Environmental Policy Act (MEPA) process. I suggested in December and still feel strongly that any Boston Redevelopment Authority (BRA) decision made before the MEPA process is complete would be premature. The MEPA process would allow review of the stadium project in the context of other Boston College developments. To separate the stadium from that process would be unfortunate because without it, the effects of mitigation measures recommended in the DPIR cannot be assessed. Even though the stadium is located in Boston, the majority of the traffic and parking issues affect Newton. The BRA process does not give consideration to the effects on neighboring municipalities. For example, we do not know what the effect of additional traffic near satellite lots and on Newton routes to them might be. MEPA is a more effective, complete and comprehensive way to address Newton concerns.

The following are questions and outstanding issues which results from the DPIR submission:

- MBTA estimates of ridership from the 1993 season are high. As a result, the expectation that more than 11,000 spectators will use public transportation with the expanded stadium is overly optimistic. How will the difference between that estimate and a more realistic number be made up?
- 1993 experience shows that advertizing efforts increase MBTA ridership. What assurances are there that Boston College will use all efforts to advertize the use of public transportation for all home football games?
- Since most of the football patrons come from the west, we question how the proposed Water Works Yard Green Line station will augment T ridership. Potential riders will gain little travel time by using this proposed station. Why build the station?
- Park and charter facility use increased in 1993. We feel that all of the potential park and charter spaces will be needed because Rizzo Associates estimates are based on 3 people per vehicle when 1993 experience shows that the number is significantly lower (2.3) for such facilities.
- What analysis was used to determine the optimum number of seats to be 44,500? No alternatives were discussed in the submission documents.
- While we feel that the recent stadium design changes were responsive to our earlier comments, the design of the stadium is still evolving. The final solution for design, noise and light control problems have yet to be resolved.

As a result of these outstanding issues we recommend that you wait for completion of the MEPA process and that the following conditions for required Boston College action be part of your approval of the expanded stadium:

- Boston College should subsidize MBTA passes for ticket holders.
- The plans for the Water Works Yard should be dropped.
- The college should maintain a high level of advertizing to encourage use of public transportation.
- The college should submit annual updates of its Transportation and Parking Management Plan to Boston, Brookline and Newton officials to review and approve changes from the previous year. This would allow BC to change parking lot locations, alter shuttle bus assignments and reevaluate police detail requirements.

Letter to Clarence J. Jones

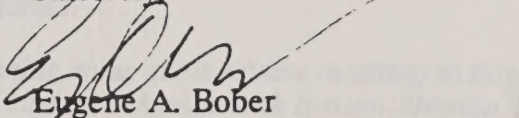
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January 24, 1994

- The Traffic Advisory Committee meetings to review traffic, parking and transportation management after each home football game should be continued.
- Evidence of leases or contracts (not letters of intent) for use of satellite parking lots should be a requirement for annual license renewal.
- The college should continue working with the Newton Planning Department as the stadium design evolves to address issues of design, lighting, noise control and landscaping.
- If, in fact, a 44,500 seat stadium is the optimum size, then the college should commit to no expansion of the stadium.

These conditions will address some of our remaining concerns about the stadium expansion and provide a continuing working relationship between Boston College and the communities in which it is located.

Sincerely,



Eugene A. Bober
Director of Planning and Development

cc: Mayor Theodore D. Mann
Mayor Thomas Menino
Newton Board of Aldermen
Paul Barrett, Director of Boston Redevelopment Authority
Beverly Johnson, Director for Institutional Planning, BRA
John Driscoll, Boston College, Vice President for Administration
Dr. James McIntyre, Boston College, Senior Vice President
Jean McKeigue, Boston College, Director of Community Affairs
Father Dennis Yesalonia, Boston College, Legal Counsel
Howard A. Levine, Brown, Rudnick, Freed & Gesmer
John G. Griffin, Jr., Hutchins & Wheeler
Trudi Cox, Secretary, Executive Office of Environmental Affairs
Frank Tramontozzi, Boston Transportation Department
Susan Glazer, Director of Current Planning
Louis Mercuri, Planning Department
Jay Woodward, Brookline Planning Director
Pat Otis, Chestnut Hill Neighborhood Association

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Brain Mahony



Allston Board of Trade

P.O. Box 334

Allston, MA 02134

Tele: (617) 783-2900

Fax: (617) 789-2438

BOSTON REDEVELOPMENT
AUTHORITY

JAN 19 11 02 AM '94

January 18, 1994

Paul Barrett, Director
Boston Redevelopment Authority
One City Plaza
Boston, MA 02201

Dear Mr. Barrett,

Regretfully the Allston Board of Trade (ABOT) was not able to speak in support of Boston College's request to expand Alumni Stadium at the December 8, 1993 Boston Redevelopment Authority hearing due to the time constraints.

The ABOT supports Alumni Stadium with the understanding that Boston College continues to operate its highly successful and time tested (1993 football season) home game transportation and parking system.

It should be noted that the ABOT:

- *had observers at all home games.*
- *participated in Monday evening home game review meetings to discuss traffic, parking, crowd control, and student behavior with Boston, Newton, State & MBTA law enforcement officials, Boston College representatives, and residents who live near the campus.*
- *had its first vice-president, who also lives near Boston College, serve on the Boston College Community Task Force.*
- *attended Boston College's community meetings to learn about all aspects of the Alumni Stadium plan.*

The ABOT believes that Boston College should be allowed to use parking lots and garages located in Allston-Brighton and other sections of Boston if the total parking ban around the Boston College during home games is imposed.

We are proud to have Boston College as our neighbor in Allston-Brighton because it attracts some of the brightest people in the United States and the world to Boston. The survival of this region will be dependent upon our ability to keep our colleges and universities filled with America's best students and faculty. An exciting football program serves as a catalyst to bring national attention to Boston.

I think that it is wonderful that the City of Boston has a local college playing national football with the City's name.

There are some Allston-Brighton residents who would like to see the area colleges disappear. Fortunately, they represent a small segment of the population. To feel the impact of colleges on Allston-Brighton, you only have to visit area businesses during the end of July and you will find that their cash flow has "dried up". Many of these area businesses employ local residents.

- continued -

The ABOT would be please discuss our support of Boston College's Alumni Stadium plan with you and/or members of your staff.

Thank you.

Sincerely yours,

THE ALLSTON BOARD OF TRADE

Frank Moy Jr.

Frank Moy, Jr.
President

cc: The Honorable Thomas M. Menino, BRA Board, Peter Welsh, John Driscoll, Father Monan, Jean McKeige

12-8-93

DEC 14 3 31 PM '93

Clarence Jones, Chairman
B.R.A.
1 City Hall Square
Boston, MA 02201

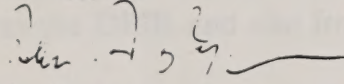
Dear Mr. Jones,

I am writing to express support for the proposed stadium expansion at Boston College. The stadium expansion is vital to the university itself, not just the athletic program.

We have been attending games at BC for the past 17 years. Included in our group are people from the cities of Woburn, Tewksbury, Wilmington, Melrose, Chelmsford, Andover and others. Most of us now have families, so many of our outings are family ones. Although the typical BC fan has been portrayed by some as unruly, the vast majority of those we have come in contact with are family oriented people who just want to enjoy a nice day outside for six Saturdays a year. The financial benefits to the surrounding communities are numerous.

Thank you for your time and consideration.

Best regards,


John Ryan
79 Heritage Drive
Tewksbury, MA 01876



CITY OF NEWTON, MASSACHUSETTS

City Hall

1000 Commonwealth Avenue

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DEPARTMENT OF PLANNING AND DEVELOPMENT

Eugene A. Bober, Director

December 6, 1993

Clarence J. Jones, Chairman
Board of Directors
Boston Redevelopment Authority
City Hall, 9th Floor
Boston, MA. 02201

RE: Amendment to Boston College Master Plan

Dear Mr. Jones:

Although there has been considerable confusion about the process that is being followed, it is our understanding that the hearing on December 8, 1993 is on a request to amend the Boston College Master Plan with a 12,500 seat stadium expansion project. Technically, the hearing is not on the Draft Project Impact Report (DPIR) which was submitted to the BRA on November 4, 1993. However, it is impossible to separate the requested amendment from the DPIR and also from the MEPA process.

In order to evaluate whether or not the stadium expansion should be part of the Master Plan, one must consider its effects on the surrounding neighborhoods and the communities as a whole. In August 1993 MEPA scoped an environmental study which, when completed, will provide the information needed to make that evaluation. Why would the BRA attempt to make its determination without the MEPA study which will be more thorough than the present submission.

The DPIR information is part of the MEPA process, but the submitted report was based on the first two home football games and does not give a complete picture of the effects of game day traffic, parking pedestrian circulation, MBTA ridership and environmental effects. Even if we were to get the data for the remaining four home football games today, there would be no time to analyze it and give input to you for the hearing. We therefore, ask that, at a minimum, no decision be made in amending the Master Plan been accepted. We would urge the BRA to take a more prudent course and defer action until the MEPA process is completed.

DEC 23 10 36 AM '93

BOSTON REDEVELOPMENT AUTHORITY

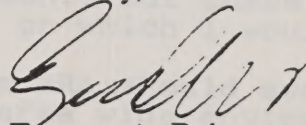
December 6, 1993

Not only is the data incomplete, but it raises many questions. The success of the stadium expansion project is based on the university's dependence on increasing MBTA ridership. The expectations for T ridership with the expanded stadium are exceedingly optimistic. As a result, there is no substantial evidence that the proposed traffic mitigation will work.

The other part of the report which the authors say make the parking plan work for the expanded stadium, is the expanded satellite parking locations in Boston, Newton and Needham. Although we have been told by Boston College officials that the university has leases through 1996 with the owners of the satellite parking areas which should be reviewed. We suggest that, if the stadium project is approved, written evidence of such agreements be tied to the annual Boston licensing process.

We would hope that the BRA will continue the hearing until all of the data has been submitted and until the MEPA process has been completed. In that way we will all feel more comfortable with the outcome.

Sincerely,



Eugene A. Bober

Director of Planning and Development

cc: Mayor Theodore D. Mann
Mayor Thomas Mennino
Board of Aldermen
Paul Barrett, Director, Boston Redevelopment Authority
Beverly Johnson, Director For Institutional Planning, BRA
John Driscoll, Boston College, Vice President for Administration
Dr. James McIntyre, Boston College, Senior Vice President
Jean McKeigue, Boston College, Director of Community Affairs
Father Dennis Yesalonia, Boston College Legal Counsel
Howard A. Levine, Brown, Rudnick, Freed & Gesmer
John J. Griffin, Jr., Hutchins & Wheeler
Susan Glazer, Director of Current Planning
Louis Mercuri, Planning Department
Jay Woodward, Brookline Planning Director
Pat Otis, President, Chestnut Hill Neighborhood Association



BOARD OF ALDERMEN
NEWTON, MASSACHUSETTS 02159

R. Irls Baker
Alderman - Ward 7

552-7033

January 24, 1993

Mr. Clarence J. Jones, Chairman
Board of Directors
Boston Redevelopment Authority
City Hall, 9th Floor
Boston, MA 02201

Re: Boston College Stadium
Expansion Project--Draft Impact Report

Dear Mr. Jones:

I understand that the College has modified the stadium proposal in some respects, plans for which have been shown to me by the Newton Planning Department, but there appear to remain a number of matters outstanding on which I would like to comment.

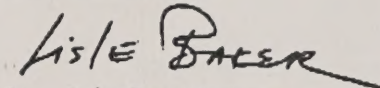
First, I believe that the BRA should await the completion of the MEPA process so that all area wide environmental impacts can be adequately reviewed and mitigated. Even if the BRA elects to go forward, there are a number of issues which still need resolution and arguably should be addressed before the BRA renders a final decision.

For example, the ability of the area surrounding the stadium to absorb additional patrons depends largely on successful increases in MBTA ridership complementing the existing game day parking bans and related transportation measures. The College has made progress in this area this year, but has still not made commitments to long term incentives, including T passes for game patrons, that are likely to be needed. Also, long term availability of park and charter bus service has not yet been assured, despite recent progress in this area. Moreover, the stadium design has been improved to some degree, but those changes seem to permit later construction of additional seating at the "corners", and the new design does not clearly provide sufficient remedies for light, noise, visual and other potential additional environmental impacts on the adjacent neighborhoods arising from an expanded facility. Commitments against further expansion of the stadium and to additional mitigation and design improvements are necessary. I would encourage BRA officials to

work with their counterparts in the City of Newton and other affected communities, with affected neighborhood representatives, and the College itself, to these ends.

Given the BRA's concern for a fair and rigorous process, but recognizing that the stadium design and its impacts have evolved even in the last few weeks, I urge that the BRA not rush to judgment this week but postpone its decision for a limited time so that these and other concerns, and possible positive responses from the College, can be addressed.

Sincerely,



R. Lisle Baker
Ward Alderman, Ward Seven

cc: Mayor Theodore Mann
Newton Board of Aldermen
Newton Planning Department
Joan McKeigue, for Boston College and its counsel
Paul Barrett, BRA Director
Frank Tramontozzi, Boston Transportation Department
Patricia Otis, Chestnut Hill Association
Ms. Trudi Cox, Secretary of Environmental Affairs



TOWN of BROOKLINE

Massachusetts

BOARD OF SELECTMEN

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Town Administrator

January 11, 1994

Clarence J. Jones
Board of Directors
Boston Redevelopment Authority
City Hall, 9th floor
Boston, MA 02201

Dear Mr. Jones:

As Selectmen of the Town of Brookline, we wish to voice our concerns about Boston College's proposed expansion of Alumni Stadium by 12,500 seats. This letter is written based on data supplied by Boston College, as prepared by Rizzo Associates, Inc., entitled "Draft Project Impact Report" (DPIR), dated November 1993, and the "Supplemental Information Report/Traffic", dated December 1993.

Brookline, when first apprised of the colleges plan to expand the stadium, and after the City of Newton implemented an on-street parking ban, feared that the 3,000 or so automobiles that were parking on neighborhood streets would find their way to Brookline. On August 17th, the Transportation Board initiated an on-street parking ban for game days. That ban will continue to be in effect for every Boston College home game.

Town Representatives have worked with Boston College to insure that the Transportation plan, as envisioned by the University, was workable, and would improve the access to the Stadium. We are happy to say that the Transportation plan has worked, and that Boston College should be commended for their work, to insure that the spectators can reach the stadium facility, while not impacting fragile neighborhoods. The 1994 and beyond Transportation Plan, relies heavily on satellite parking and increased MBTA ridership. The University must be required to prove at the time of the annual licensing process, that agreements with owners of satellite areas are in place, and that the MBTA continues to provide support.

The Transportation Board also voted that Boston College be required to continue to place heavy emphasis on educating their spectators that there are parking bans surrounding the stadium, and the use of carpools, assigned parking in satellite parking areas, and the MBTA use is mandatory. Furthermore, the Transportation Board has voted (9-17-93), that it strongly opposes the proposal by Boston College to build a "game day" MBTA Station on the Riverside "D" Line at the

PAGE 2

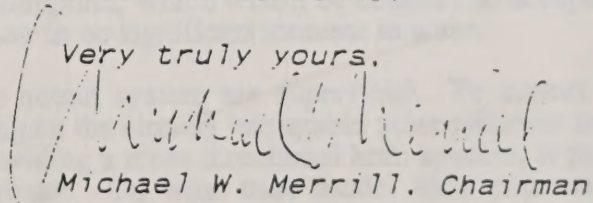
The Rizzo "Supplemental Information Report" on Page 26, suggests that the "D" Line will carry 1,097 passengers (peak hour) to the expanded Alumni Stadium. The report also suggested that the construction of the new station would increase the ridership by 5 percent. It is hard to believe that Boston College would spend hundreds of thousands of dollars to build a new station to accommodate an additional 115 passengers. Although the report proposes to only use the station during game days, there are long-term, everyday impacts that would be felt by the neighborhood with noise created by the change in road bed characteristics, switches and platforms at the station. Noise associated with acceleration, deceleration where trains enter or leave a station, aside from game day noise, litter, are distractions to neighborhood life that a dozen or more families that immediately abut the proposed site, will forever needlessly endure.

We are further disturbed by the impacts that this unnecessary station would make on this National Historic Site, and the damage that will be done by spectators leaving or arriving at the station. We feel that construction and operating funds to support this station construction would be far better spent on some public benefit that would be worthwhile to Boston College, and the surrounding communities. The Rizzo Report does not adequately report or support the need for a new station, and only weakly refers to projected increases in the ridership.

Finally, we are concerned with the MBTA ability to provide additional trains as suggested by the Rizzo Report, and would ask that the MBTA substantiate in writing, the fact that they have the ability to run three additional two car trains on the green line branches.

We thank you for the opportunity to voice our concerns.

Very truly yours,


Michael W. Merrill, Chairman
Board of Selectmen

cc: Mayor Thomas Mennino, City of Boston
Paul Barrett, Director, Boston Redevelopment Authority
✓ Beverly Johnson, Director for Institutional Planning, BRA
John Driscoll, Boston College, Vice President for Adm.
Jean McKeigue, Boston College, Director of Community Affairs
Mayor Theodore D. Mann, City of Newton
Board of Aldermen, City of Boston
Pat Otis, President, Chestnut Hill Neighborhood Association
Brookline Planning Board
Brookline Transportation Board
Barry Pell, P.E., Rizzo Associates, Inc.

ALLSTON/BRIGHTON BOSTON COLLEGE
COMMUNITY RELATIONS COMMITTEE
51 ALDIE STREET ALLSTON, MA 02134

January 17, 1994

Dr. James McIntyre
Senior Vice President
Boston College
78 College Road
Chestnut Hill, MA 02167

Dear Jim:

I am writing in response to your letter dated 1/14/94. I agree that the meeting of 1/13/94 was productive. However, I must disagree with your assertion that the Task Force was or is unwilling to sit down and discuss the many deficiencies of the Transportation Study.

To my knowledge, we had not agreed upon a mutual agenda. I simply choose to follow the agenda you initiated as long as we were making important headway. To date we are not, so I choose to eliminate the Transportation Study for review at this time until Boston College begins to address the problems involving stadium design and noise mitigation. We are not going to gloss over these issues.

To date, we have identified the proposed design to be entirely too high, not to mention the color of the general facade to be out of line with the general scheme along Beacon St. Yet Boston College has chosen not to address these concerns. Is Boston College going to address these concerns Jim?

On our most recent meeting this past Thursday, the stadium design again, was identified as being deficient in its ability to mitigate sound, and will only serve amplify the noise generated by an additional 12,000 fans. The stadium design must be changed to an alternate design, such as one already suggested. No evidence has been provided nor statistical models presented to base the assumption, which would be contrary to accepted theoretical belief, that this design would result in no significant increase in noise.

The planned improvements in the sound system are superficial. To expect to improve sound distribution and further mitigate the already intolerable noise spillover into the adjacent neighborhoods, by simply providing a more directional horn speaker, is pure fallacy and lacking in professional approach. On what base model have you made comparisons to?

I am again requesting, that Boston College explore the feasibility of alternate designs. The information and models presented to date, only accentuate the fact that this design is entirely inappropriate.

Still outstanding are the environmental issues of light and air quality, utility impacts and of course the Transportation Study.

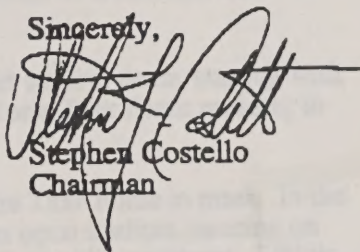
**ALLSTON/BRIGHTON BOSTON COLLEGE
COMMUNITY RELATIONS COMMITTEE
51 ALDIE STREET ALLSTON, MA 02134**

In closing Jim, I am deeply disappointed than Boston College is acting as obstructionist to solving the problems that have been identified. This committee has acted in good faith in identifying the problems associated with this project. We would hope Boston College would in good faith present solutions to the issues.

Please note my continuing reservation of legal rights on behalf of myself, the Task Force, and it's member organizations, in any past, present or future proceedings and negotiations concerning the stadium project.

We look forward to change in attitude at our next scheduled meeting of 1/20/94.

Sincerely,



Stephen Costello
Chairman

cc: Beverley Johnson, B.R.A.

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-1837

December 28, 1993

SENIOR VICE PRESIDENT
(617) 552-3246

Mr. Stephen J. Costello
Chairman
Allston-Brighton/Boston College
Community Relations Task Force
51 Aldie Street
Allston, MA 02134

Dear Steve:

I tried to reach you several times at your work and home phone numbers earlier today, but I was unsuccessful.

My purpose was to follow-up with you regarding my letter of December 20th, to see if you have chosen any Task Force meeting dates.

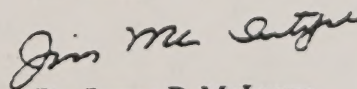
As I indicated to you, we have asked our people to hold several dates, starting with next Wednesday, January 5th, so that they could be available for a Task Force meeting to discuss our Stadium project.

I hope that January 5th will be a convenient time for the Task Force to meet. In the event that date is not good for you, we will plan to schedule an open stadium meeting on that evening anyway, because we are in a very limited period for public comment. I think this is the best course of action since all of our people have reserved January 5th on their calendars, and if we wait much longer, finding a meeting place will also be a problem.

I will look forward to your return call as soon as possible, but I do want you to know that I will be out of town later in the week. In the event you cannot reach me, I would appreciate your calling Bill Mills at 552-4787 to let us know if the January 5th meeting will be sponsored by the Task Force. If it is not, I will ask Bill to communicate our plans for an open meeting. Since it will be important to give everybody a week's notice, I would appreciate your calling us at least by Thursday.

Assuring you of my best wishes for the New Year, I remain

Sincerely,



Dr. James P. McIntyre
Senior Vice President

cc: Beverley Johnson
cc: Allston-Brighton/BC Community
Relations Task Force Members

JPM/gg

**ALLSTON/BRIGHTON BOSTON COLLEGE
COMMUNITY RELATIONS COMMITTEE
51 ALDIE STREET ALLSTON, MA 02134**

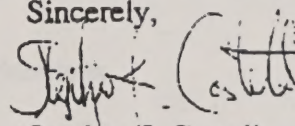
January 5, 1994

Dr. James McIntyre
Senior Vice President
Boston College
78 College Road
Chestnut Hill, MA 02167

Dear Jim:

I am proposing meeting dates of 1/13/94 @ Station 14 and 1/20/94 @ VFW Post 669, Cambridge St., Allston at the usual times. Feel free to contact me with any questions you may have.

Sincerely,


Stephen J. Costello
Chairman

cc: Beverley Johnson

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-1817SENIOR VICE PRESIDENT
(617) 552-3246

January 6, 1994

Mr. Stephen J. Costello
Chairman
Allston-Brighton/Boston College
Community Relations Task Force
51 Aldie Street
Allston, MA 02134

Dear Steve:

As I told you on Wednesday, the dates that you have proposed for Task Force meetings, January 13th and January 20th, are satisfactory for us. I have made plans to make these topic-oriented meetings, as follows:

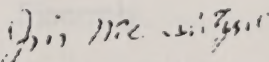
January 13th - traffic, parking and environmental considerations.

January 20th - community benefits.

On the 13th, Barry Pell of Rizzo Associates will lead our conversation on traffic and parking. In addition, we will plan on responding to environmental topics as well. As you requested, I have also asked Dusty Reeder of Architectural Resources of Cambridge to repeat his design changes, which he reported on last evening. Finally, Dusty will see if our acoustical engineer is available to join us as well.

Please let me know at your convenience if you have changed the location for the January 13th meeting. Looking forward to hearing from you at your convenience, I remain

Sincerely,



Dr. James P. McIntyre
Senior Vice President

JPM:rmh

cc: Allston Brighton/BC Community Relations
Task Force members
Beverley Johnson

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-3837

SENIOR VICE PRESIDENT
(617) 552-3246

January 6, 1994

Mr. Paul L. Barrett
Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Paul:

I am writing in response to your letter of December 29, 1993 regarding some outstanding issues on the subject of the proposed expansion of Alumni Stadium.

As you suggested, we are in the process of addressing the issues raised in your letter, some of which have already been resolved. We look forward to discussing our progress with you on January 7th at 3:30 p.m.

You will be pleased to know that Boston College conducted an open meeting on the Stadium expansion project for the community last night, and that we have scheduled additional meetings with the Allston Brighton/Boston College Community Relations Task Force on January 13th and 20th to discuss design, transportation and community benefits issues.

I look forward to seeing you on the 7th, and please do not hesitate to call if you have any questions beforehand.

Sincerely,



Dr. James P. McIntyre
Senior Vice President

JPM:rmh

**ALLSTON/BRIGHTON BOSTON COLLEGE
COMMUNITY RELATIONS COMMITTEE
51 ALDIE STREET ALLSTON, MA 02134**

January 6, 1994

Beverley Johnson
Director of Institutional Planning
Boston Redevelopment Authority
One City Hall Square
Boston MA, 02201

RE: Proposed Alumni Stadium Design

Dear Ms. Johnson:

I am writing to convey my dissatisfaction with the current proposed Alumni Stadium design, as presented at the meeting of January 5, 1994. The proposed height continues to be a point of major concern. We do not support any height above 55 feet, which is consistent with the current Zoning Code.

The general design of the stadium is also lacking in it's ability to adequately contain noise. A more reasonable design would be one in which a bowl shape is emulated. This would serve two purposes by both containing noise and lowering the height.

The general facade on the proposed main entrance on Beacon St. has improved, but a more detailed structure is warranted, given this development abuts an historic district. The maroon color of the proposed masonry is entirely out of contrast with the color scheme along Beacon street. The existing color scheme along Beacon St. should be continued into this design.

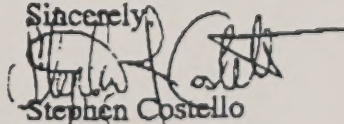
Many omissions continue to exist involving the proposed placement of lighting, speaker placement and locations of all scoreboards/Video displays. We would also like a schematic diagrams indicating the locations of all proposed exits, internal walkways, concession stands, restrooms, ...etc.

We hope you will require Boston College to address these design deficiencies ASAP for our next scheduled meeting. Now is the time to act.

Please note my continuing reservation of legal rights on behalf of myself, the Task Force, and its member organizations, in any past, present or future proceedings and negotiations concerning the stadium project

I look forward to hearing from you.

Sincerely,


Stephen Costello
Chairman

cc: Dr. James McIntyre
Dennis Calahan
Committee members

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-3837

SENIOR VICE PRESIDENT
(617) 552-1246

January 11, 1994

Mr. Paul L. Barrett
Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Dear Paul:

In a recent letter, you indicated your and the BRA's satisfaction with the design components of the Boston College Alumni Stadium project. I thought you might be interested in the attached, which indicates that the Planning Department in the City of Newton is similarly enthused about progress on the project's design elements.

This letter from Susan Glazer, director of current planning for the City of Newton, follows a meeting that several of us from Boston College had with her and others from the planning department. I think this further demonstrates the university's willingness to work with the community on this project. As Ms. Glazer says, "it shows the university's willingness to be flexible and responsive to reasonable suggestions for design changes."

I hope this is helpful, Paul, and I look forward to meeting with you again during the week of January 18th. Please do not hesitate to call if I can be of further assistance.

Sincerely,

Dr. James P. McIntyre
Senior Vice President

JPM:rmh

cc: Ms. Beverley Johnson

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-3837

SENIOR VICE PRESIDENT
(617) 552-3246

January 11, 1994

Mr. Stephen J. Costello
Chairman
Allston-Brighton/Boston College
Community Relations Task Force
51 Aldie Street
Allston, MA 02134

Dear Steve:

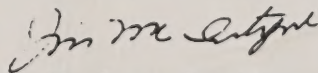
I am writing to confirm that we will meet with you and members of the Task Force on Thursday, January 13th at the Jackson Mann Community School, which you were kind enough to reserve.

As we discussed, Dusty Reeder from Architectural Resources Cambridge will attend the meeting along with his acoustical engineer to make a presentation to your members. Because Dusty has a second engagement that evening, and since he has already made a detailed presentation to several members of the Task Force, I would ask that the design discussion be placed first on the agenda.

If that is satisfactory, we then will be prepared to have Barry Pell from Rizzo Associates make a presentation and answer questions relative to the issues of traffic and parking management.

Again, I want to thank you for making the arrangements both for this week's meeting and for the meeting on January 20th, and I look forward to seeing you on Thursday.

Sincerely,



Dr. James P. McIntyre
Senior Vice President

JPM:rmh

cc: Allston Brighton/BC Community Relations
Task Force members
Beverley Johnson

**ALLSTON/BRIGHTON BOSTON COLLEGE
COMMUNITY RELATIONS COMMITTEE
51 ALDIE STREET ALLSTON, MA 02134**

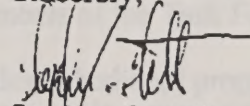
January 13, 1994

Dr. James McIntyre
Senior Vice President
Boston College
78 College Road
Chestnut Hill, MA 02167

Dear Jim:

I am writing in response to your letter dated 1/11/94. This committee is prepared to discuss only the design and environmental aspects of the proposed stadium expansion at tonight's meeting. We plan on addressing transportation issues associated with this plan at our next scheduled meeting, January 20, 1994. Forget the community benefits issue. We have no intention of discussing benefits given the stadium expansion is not supported community wide.

Sincerely,


Stephen Costello
Chairman

cc: Beverley Johnson, B.R.A.

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-3837

SENIOR VICE PRESIDENT
(617) 552-3246

January 14, 1994

Rec'd
1/21/94
(JB)

Mr. Stephen J. Costello
Chairman
Allston/Brighton-Boston College
Community Relations Task Force
51 Aldie Street
Allston, MA 02134

Dear Steve:

Although I thought we were able to have a productive discussion last evening on the issues of design and environmental concerns, I was disappointed that the Task Force was unwilling to talk about the important Alumni Stadium expansion issues of traffic and parking, as had been scheduled.

As you know, transportation issues were at the forefront of concerns about the project when it was first announced a year ago. From all accounts, those issues have been largely resolved, but I had hoped to finalize the issue with the members of the Task Force.

When I wrote to you in December about our January meeting schedule, I proposed that transportation issues be the focus of last night's meeting, and we made arrangements for Barry Pell of Rizzo Associates to be on hand for that discussion. It was most unfortunate that Barry was excused from last night's meeting, particularly since we told you some time ago that he will not be available on January 20, when you suggest we again take up the issues of traffic and parking.

In light of the above, we will plan to ask Barry Pell to lead our agenda on January 19, when Boston College will host a public meeting at Conte Forum on the Stadium addition project. In addition to his discussion of transportation issues, we will also be prepared to talk about the design and environmental components of the project. As I mentioned last night, I hope that you and the members of the Task Force will be able to attend this meeting.

Additionally, because transportation was such a key element of the Stadium addition project, I again offer to you our willingness to participate in a discussion of those issues at any time that is mutually convenient. I look forward to hearing from you about possible dates.

Sincerely,

Jim McIntyre

Dr. James P. McIntyre
Senior Vice President

cc: Ms. Beverley Johnson
Members of the Task Force

ALLSTON/BRIGHTON B.C. COMMUNITY RELATIONS COMMITTEE
51 Aldie Street
Allston, MA 02134

December 14, 1993

Dr. James P. McIntyre
Senior Vice President
Boston College
Chestnut Hill, Massachusetts 02167-3837

Dear Jim:

This is a response to your letter dated December 9, 1993. I agree that further meetings are in order, but I think we need to focus on their content, rather than numbers of meetings. To have useful, productive meetings, it is necessary for the college to provide the community with complete information about the project and its likely impacts, both project specific and cumulative, sufficiently in advance of the meetings to enable us to read, absorb, and discuss it.

I will be scheduling another meeting after B.C. submits, and the community has had the opportunity to analyze, the information that has been requested by the Boston Transportation Department in its various statements to the BRA Board. Since the information is not yet available, since we are still analyzing the supplemental DPIR which you submitted only one week ago, and since we are in the midst of the holiday season, I do not anticipate being able to schedule our next meeting until January, 1994. You must remember that unlike you and the rest of the B.C. team, this project is not part of our regular employment, and we are not paid to work on it. We must squeeze it into our free time, and during the holiday season especially, there are many other competing demands on our time.

None of this is to say that significant progress cannot or will not be made between now and the next meeting. We

will be using our free time to review available information and figure out what conclusions, if any, we can draw from it and what other information we need. I suggest that Boston College use this time to reevaluate some of the positions it took at our meeting of December 7. You were asked whether, as a condition of expansion, you would make an irrevocable commitment to the parking bans so that we could be sure that the college would not marshall its political power to repeal or amend the bans in a few years. You refused. You were asked to provide assurance that your control over satellite parking lots would be as permanent as the stadium itself, but you refused and offered only an intent to enter a 3 year lease on the satellite lots. The community asked for a reduction in the number of cars parked in the vicinity of the stadium--particularly in the Lake Street Seminary--to protect green spaces and ease the traffic burdens on narrow residential streets, but you were uninterested in discussing this. The community asked you to take the temporary T-stop at the MWRA historic site out of your transportation plan, but you were unwilling, even though you seem to concede the T-stop is not necessary in light of the numbers of persons who actually use the MBTA to get to games.

This is not intended to be an exhaustive list of our concerns about the stadium's impacts and, indeed, our concerns extend to issues such as noise, lights, water supply, sewer capacity, appearance, height, FAR impacts, historic and green space impacts, etc. Rather, I highlight your stance to date to emphasize that there is no incentive to agree to any expansion, whether for 2000, 6,000 or 12,000 seats, unless the college is prepared to make real commitments to the community that cannot be undone a few years down the road. The positions you have taken to date, together with your insistence on going forward with the December 8th B.R.A. hearing over the objections of the Boston and Newton communities, has broadcast to Task Force members an intent to "steamroll" this project through the approval process, relying on well-placed alumni and powerful friends to get what you want. We are all hoping to see a change in your attitude.

Before closing, I would like to request that you change your manner of sending documents to me. On Friday, December 3, 1993, I arrived home to find Mr. Bill Mills of your

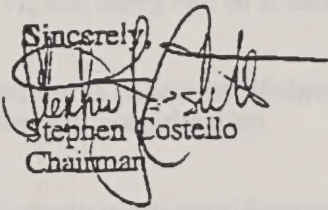
Letter to J. McIntyre, December 14, 1993 Page 3.

community relations office waiting to give me a copy of your supplemental DPIR. Less than a week later, you sent a uniformed police officer to my home who served a letter upon my wife. She was quite upset by this, as letters delivered by men in uniforms are often bad news. I suggest that in the future you use the United States Postal Service to avoid these sorts of harrassing incidents.

At the request of Task Force members, I am extending an invitation to our next meeting to Father Monan. Please write and tell me whether he would be willing to attend, as well as the dates he would be available.

Please note my continuing reservation of legal rights on behalf of myself, the Task Force, and its member organizations, in any past, present or future proceedings and negotiations concerning the stadium project.

Sincerely,


Stephen Costello
Chairman

cc: Clarence Jones
Beverley Johnson
Task Force Members

JPMC

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-1817SENIOR VICE PRESIDENT
(617) 552-1246

December 20, 1993

Mr. Stephen J. Costello
Chairman
Allston-Brighton/Boston College
Community Relations Task Force
51 Aldie Street
Allston, MA 02134

Dear Steve:

In response to your December 14 letter, I am writing to suggest some possible dates for the Task Force and Boston College to meet after the holidays.

To assist you in scheduling dates for these January meetings, I did survey our people to determine when they would not be available to meet with you. Dusty Reeder of ARC will not be available on either January 6 or 12, and Barry Pell of Rizzo Associates would not be available on January 6 or 20.

Therefore, if the Task Force wishes to continue its pattern of Wednesday evening meetings, I would like to propose the following for your consideration.

January 5, 1994 - Stadium Design
January 12, 1994 - Traffic, Parking and Environmental considerations
January 19, 1994 - Community Benefits

Of course, other topics could be introduced at these meetings. In addition, Boston College will plan to hold one open meeting at the university, probably during the third week in January.

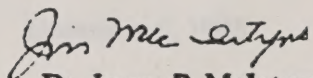
Please know that much of the information that you are requesting has already been submitted - to the Task Force and the various city agencies that are appropriate. I do not think that the information presented is terribly complicated or technical. I agree, however, that it would be difficult to arrange meetings during the holidays, and thus have suggested these dates in January, bearing in mind that both the Task Force and Boston College have been directed by the BRA to meet on several occasions prior to the January 25 conclusion of the public comment period.

Finally, you will recall that last spring Father Monan appointed me as Boston College's official representative to the community on the Alumni Stadium addition project, and I have been available to you at all times during the process. It is our intention to continue operating in this fashion and I, of course, will ask other appropriate individuals of the university to be available to you as always.

I look forward to hearing from you regarding the proposed meeting dates, and please do not hesitate to call if I can be of further assistance.

Assuring you and your family of my best wishes during this holiday season, I remain

Sincerely,



Dr. James P. McIntyre
Senior Vice President

cc: Allston Brighton/BC Community Relations
Task Force members
Beverley Johnson

BOSTON COLLEGE
CHESTNUT HILL, MASSACHUSETTS 02167-8837

SENIOR VICE PRESIDENT
(617) 552-3246

December 9, 1993

Mr. Stephen J. Costello
Chairman
Allston-Brighton/Boston College
Community Relations Task Force
51 Aldie Street
Allston, MA 02134

Dear Steve:

I am writing to request that you schedule a meeting of the Allston-Brighton/Boston College Community Relations Task Force so that we might continue our discussions on the Boston College Alumni Stadium addition plans.

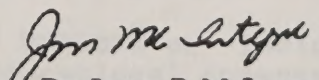
During yesterday's hearing before the BRA, Chairman Jones made it very clear that the extension of the public comment period was to facilitate continuing discussions between Boston College and the community. I am sure you will agree with me that we do not want too much time to elapse before we get together again.

Therefore, let me propose that we meet during the week of December 13th and the week of December 20th. Also, let me know what further meetings you would like to schedule commencing the week of January 3rd through January 25th.

Also, I hope you will be able to join us on Saturday, December 11th, when Boston College again will afford all residents of Allston-Brighton the opportunity to discuss the stadium plans with us. We will be holding a third public meeting on that day, which will take place at 10 a.m. in Devlin Hall, Room 008 on Boston College's Main Campus.

I look forward to your response as soon as possible.

Sincerely,


Dr. James P. McIntyre
Senior Vice President

cc: Allston Brighton/BC Community Relations
Task Force members
cc: Beverley Johnson
cc: Clarence Jones

Helen D. Krulewich
153 Woodchester Drive
Chestnut Hill, Ma 02167
(617) 367-1200
Fax: (617) 367-6736

January 22, 1994

BOSTON REDEVELOPMENT AUTHORITY
Boston City Hall
9th Floor
Boston, Ma 02114

Dear Sir or Madam:

This letter is sent regarding the Proposed NEW Boston College Stadium.
THE FOLLOWING CONCERNS HAVE NOT BEEN RESOLVED.

1. MASTER PLAN, LEGAL ISSUE : Is CONSTRUCTING a new stadium after tearing down the present stadium, in compliance with the BC master plan without submitting a new master plan for approval.

2. HANDICAP ACCESS: BC has stated that the stadium presently does not comply with requirements of access for differently abled people . Why is that a reason to add 12,000 seats to a stadium. (What other BC structures violate equal access provisions?)

3. NEIGHBORHOOD PLANNING or COLLEGE SPORT CONFERENCE sets stadium seating REQUIREMENT: Since, part of the request for this new stadium is so that BC can play Division A, major college conference football sports, WHEN Division A conference requirements for stadium seats increase in the future, will it be necessary that the BC stadium size again be increased.

4. COLLEGE STADIUMS in Allston Brighton OR the whole STADIUM picture. There are 3 major university stadiums in Allston Brighton: BC, BU and Harvard; and nearby Northeastern and across town U Mass, Suffolk, Emerson, Emanuel and so on. Is this a precedent for a new stadium for every Boston school. Has the BRA reviewed the "whole picture" of other major Boston sport structures or new college sports complexes.

5. NONESSENTIAL EDUCATIONAL PURPOSE or incidental to educational purpose. What is the essential educational purpose of complying with a division sports conference requirement that relates in part to televising games or game revenue. When a university decides that Division A football is an aid in recruiting , or for alumni gift giving is this an essential or incidental education purpose. What is the educational purpose of providing football seating for everyone who ever attended or who wanted to attend BC. Will BC provide the same access to its classes and libraries and recreational sports facilities to everyone who ever wanted to attend BC.

6. ENGINEERING AND DESIGN OF THE STADIUM.

DESIGN AND SAFETY The three weeks devoted to stadium design before the last board meeting is not reflective of the time needed to design a safe and attractive stadium unless one is constructing a temporary facility.

HEIGHT OF THE STADIUM.

There have been no studies on shadows, wind or environmental impact on how this might affect adjoining park land or recreational land (MDC) or MWRA reservoir land or adjoining properties. [Why not use construction cranes set at proposed heights to determine the shadows.] The proposed plans do not show the relationship to the existing trees or existing structure(s).

General DESIGN STANDARDS

Compatible with existing gothic or cloistered URBAN EDGE CAMPUS; in a residential historic district adjoining park and recreation land and water system land.

LANDSCAPING

SOUND AND LIGHT IMPACTS

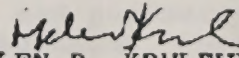
8. ALL MALE SPORT. GENDER BIAS. It is unclear to me how an all male sport (or a pre-professional major in pro) football avoids being prima facie sex discrimination; how is such an activity entitled to a license such as for liquor. This is a program that excludes women both from the team and from the undergraduate "pro sports" major.

9. TRAFFIC, Construction or GAME DAY impacts-- examples to be included are: emergency vehicle access on game day--parking--street passing--health and safety of neighborhoods--public sanitation facilities. The 1993 football schedule is not exactly comparable to other years football schedules. Of the 5 home games in 1993, two were played when BC was not in session; one before school began in early September and the last on Thanksgiving vacation. A third game was played on Yom Kippor which had a major impact on neighborhood traffic patterns and would not provide representative figures for comparisons. Finally at least one games involved a less than exciting opponent. To get usual or comparable game patterns several years of games must be reviewed; or visualize substituting the Notre Dame game at home and visualize that game day traffic.

10. Public Meetings open to all. Finally I respectfully request that the BRA hearings be fair for all parties wanting to be heard on an issue and that meetings include: sufficient seating in a room with adequate sound amplification and viewing sight lines; equal time and rebuttal discussion from the beginning of the hearing and not at the end; Scheduling meetings that do not conflict with major holidays.

I do not believe that a vote can be taken before these items are addressed.

Very truly yours,


HELEN D. KRULEWICH

CC: The Honorable Thomas Menino
Director of the Boston Redevelopment Authority, Paul Barrett

Helen D. Krulewich
153 Woodchester Drive
Chestnut Hill, Ma 02167
(617) 367-1200
Fax: (617) 367-6736

January 24, 1994

Mr. Clarence Jones, President
BOSTON REDEVELOPMENT AUTHORITY
Boston City Hall 9th Floor
Boston, Ma 02108

RE: Boston College proposed
NEW Stadium, Beacon Street, Boston

Dear President Jones:

Although I believe that there are major issues to be resolved regarding the new BC stadium and that a vote of the BRA is premature, this letter is sent to set forth MINIMUM REQUIREMENTS TO BE INCORPORATED INTO ANY VOTE OF APPROVAL IF A STADIUM WERE APPROVED.

These items include both building and construction needs relating to the permanent structure and infrastructure, as well as game day plans for mitigating neighborhood disruption.

1. Design Standards, Engineering Specifics or implementation:

Height of stadium--not to exceed height of present natural plantings. (Proposal Plans do not show size of present trees or comparison with existing on or off campus abutter.)

Size of stadium--is former reservoir landfill adequate foundation for increased size of stadium; is this unstable land or is there an affect on the water table on major east-west thoroughfares and gateways to the City of Boston

Sound mitigation: evening band rehearsal-- sound extends for more than 1 mile. Hours of practice.

Lighting-- screening of lights with plantings at height of stadium of lighting.

2.Environmental Effects

ADEQUATE --sewerage and plumbing to eliminate present game day changes in water pressure and to eliminate "Brown water";Need to provide adequate sanitary facilities and trash collection. Need to recycle trash such as beverage containers.

Maintain green belt and perimeter of park land connections with the transitions between neighborhoods, institutions and use.

3.Public Safety: to control unlicensed substances or underage abuse of alcohol or other public safety concerns.

4. TRANSPORTATION

AUTO TRAFFIC-- Minimize game day auto trips not only for environmental reasons but also to maintain road access for necessary (garbage collection, mail delivery, etc.) or emergency services (fire, ambulance, etc.) TRAFFIC PATTERNS-- Implement temporary or game day traffic rules- such as one way single lane traffic to or from stadium or prohibiting all left turns within a certain radius of the stadium.

PARKING--in the event that off site parking is required what requirements will there be if such parking is unavailable.

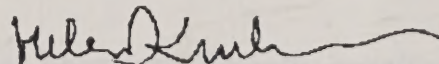
5. CONSTRUCTION Impacts and mitigation.

Will there be cooperation with the community during the construction process-- hours or days worked, noise level of construction process, construction worker parking, truck routes, traffic interference, road closings , scheduling deliveries to minimize impact.

6. Hours of operation or USE of stadium--hours and number of games used per year. Mothballing stadium except for 5 games per year or certain pregame practice. Long term commitment to STADIUM use--BOSTON COLLEGE sports. No concerts or other USE EXCEPT FOR FOOTBALL.

7. GUARANTEES of plan or implementation--financial or otherwise. If BC changes conferences or enrollment SHIFTS TO GRADUATE SCHOOLS (and undergraduate athletics were less important) what assurances are there that facility will not become "Concerts on the [Chestnut Hill reservoir] Common?" with loud music or concert goers rowdy behavior.

Very truly yours,



HELEN D. KRULEWICH

CC: The Honorable Thomas Menino

Director of the Boston Redevelopment Authority, Paul Barrett

Anne-Marie Soullière
Foundation Director

January 25, 1994

Fidelity Foundation
82 Devonshire Street S3
Boston MA 02109-3614
617 570 6806

Mr. Paul Barrett
Boston Redevelopment Authority
BY FAX: 248-1937

RE: Boston College Stadium Expansion

Dear Mr. Barrett:

As a resident of Algonquin Road in Newton, immediately adjacent to Boston College, I am writing to you about tomorrow's vote regarding the stadium expansion plans. The purpose of this letter is to urge you greatly to safeguard the neighborhood parking ban instituted this past year on game days.

While Boston College has been insufficiently sensitive to neighborhood concerns, I feel that the current negotiations have done much to improve the dialogue with neighbors. My family is very grateful to you for your efforts in this regard. We have lived on Algonquin Road since 1985. This past season was the first in which our neighborhood was livable and open to ordinary traffic, thanks to the parking ban.

I believe that Boston College has sincerely attempted to begin a better relationship with its neighbors. Insurance of the continued parking ban will add to the good faith necessary to further progress in ending this acrimonious debate for the benefit of all concerned.

Thank you for your efforts to resolve this conflict satisfactorily.

Sincerely,

Anne-Marie Soullière

**JOSEPH M. SMITH COMMUNITY HEALTH CENTER**

51 Stadium Way Allston, Massachusetts 02134 617-783-0500 Fax 617-783-5514

January 25, 1994

Mr. Paul Barrett
Director, Boston Redevelopment Authority
One City Hall Plaza
9th Floor
Boston, MA 02201

Dear Mr. Barrett:

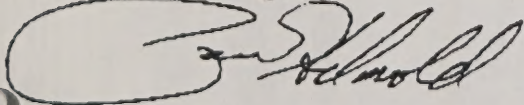
I am writing you to express my concern over the proposed Boston College Stadium Expansion community benefits as stated in today's Boston Globe. As a non-profit who has served the Allston-Brighton community for twenty years, I was delighted after the December 8, 1993, BRA meeting when it was proposed that agencies such as ours would be able to apply for a \$100,000 grant from Boston College as part of the community benefits. My dismay at what has now occurred is that I do not have time to convey fully the loss of the proposed benefits as outlined on December 8, 1993, as the deadline is 5:00 PM today. This change of community benefits from the previously outlined proposal without comment from agencies like ours whose much needed services benefit the community, is becoming more and more typical of the whole Boston College expansion process.

If changes occur, we become knowledgeable only through the media once the change is complete. I respectfully request the right to express my concerns about these changes at a public hearing before a final decision is made on what Boston College will do as "community benefits".

I look forward to your response.

Thank you.

Sincerely,



Pamela A. Helmold
Executive Director